

"YEBISU"
THE FAVOURITE BEER
OF JAPAN.
Per Case of 8 Doz.\$16
PURE AND PALATABLE.
SOLE AGENTS—
H. PRICE & CO.,
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Hongkong Daily Press.

ESTABLISHED 1857.

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BRANDIES HAVE A WORLD-
WIDE REPUTATION.
For Doz.\$25
V.S.O.P. 31
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H. PRICE & CO.,
12, Queen's Road.

No. 14,088 號捌十捌零千肆萬壹第 日肆拾月肆年亥十二緒光 HONGKONG, WEDNESDAY, MAY 20TH, 1903 叁拜禮 號拾貳月五年叁零百九仟壹英港 價, \$3 PER MONTH

**WATSON'S
B BRANDY**
AN OLD HIGH-CLASS BRANDY
MUCH APPRECIATED IN
THE COLONY.

PRICE... ..\$27 PER CASE.
**A. S. WATSON & CO.
LIMITED,**
WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841. [a1545]

**CUTLER, PALMER
& CO.'S**
PRICES \$11.75 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a45]

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m., very 1 hour.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
NIGHT CARS as on Week Days
SATURDAY.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 25 & 26 Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1902. [a153]

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks of 375 lbs. net \$5.00 per Cask ex Factory.
In Bags of 250 lbs. net \$3.50 per Bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Ho Kong, 14th May, 1903. [a3231]

HONGKONG JOCKEY CLUB.
MEMBERS ARE HEREBY NOTI-
FIED that for their convenience the
PLANS of the proposed new Buildings to be
erected in the Jockey Club Enclosure are now
on view in the Office of MESSRS. HUGHES
& HOUGH, 8, Des Voeux Road, Central.
In the event of any Member having a
suggestion to make, it is hoped that he will do
so, in writing, on or before NOON on SATUR-
DAY NEXT, the 23rd INSTANT, on which
date the Plans will be removed.
By Order,
T. F. HOUGH,
Clerk of the Course. [a1545]
Hongkong, 18th May, 1903.

OCCIDENTAL HOTEL.
ELGIN ROAD, KOWLOON.
35 Bedrooms, excellently furnished.
Bath to each room.
Dining-room and Cuisine under strict
supervision.
European and American Wines, Spirits, and
Beers.
POOL AND BILLIARDS.
English, American and Y. Y. News on
the
Terms: \$4 to \$7.00 per day; \$65 to \$120 per
month.
JAS. D. M. CAMERON,
Manager.
Hongkong, 6th May, 1903. [a1351]

HOTEL INTERNACIONAL.
THE MOST COMFORTABLE HOTEL
in Macao. Beautifully situated in Praya
Grande next to Government House.
Telephone Address: "Internacional."
Apply to—
THE MANAGER.
Hongkong, 4th October, 1902.

REMINGTON TYPEWRITERS
WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS. [a67]

SAINT RAPHAEL WINE
Is prescribed in the most varied forms of anaemia and proves particularly
efficacious to revive the forces of persons enfeebled by illness, or inebriated and
difficult digestion.
NO OTHER IS PRESCRIBED IN THE PARIS
HOSPITALS.
CALDBECK, MACGREGOR & CO.
SOLE AGENTS. [a35]
16, Queen's Road,
Hongkong, 18th May, 1903.

COTTAM & CO. FIRST-CLASS OUTFITTERS.
SHIRTS.
WHITE, PRINT, ZEPHYR, AND MATT SHIRTS.
SMART DESIGNS. STYLISH FINISH. [a36]

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.

NEW BOOKS AND NEW EDITIONS.
The Thin Red Line of Heroes, by F. M. ... \$1.75
Munro and Jamie's Pocket Book of ... 9.00
The Marine Steam Engine, by Sennett ... 17.50
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The Art of Living—The Gentlewoman ... 4.50
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Hodder ... 1.75
Essewa's Favourite, by S. Butler ... \$1.75
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Since the Beginning, by Hugh Clifford ... 1.75
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The Intiguera, by Thomas Cobbe ... 1.75
Outside and Over, by G. Makgill ... 2.10
Philip's Heady Atlas ... 2.10
L. by Tarpin, by H. ... 0.45
Engage Within Upon Everything ... 2.10
Ready in a few days—
Marriages, by Rev. E. J. Hardy ... 0.50
Robinson Crusoe, in Cantonese Colloquial ... 0.30
THE COMESTYLE DUPLICATING
APPARATUS.
(Can be used with the Typewriter.)
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BADMINTON. TENNIS GOODS. [a33]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC.
\$25 PER DOZ.
Distinguished by Four Stars on the label.
ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.
IMPERIAL BRANDY
\$12.50 PER CASE.
THE ELITE OF WHISKY—
THE "PALL MALL,"
\$22 PER DOZ.
11 Years old the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL
BLENDED WHISKY,
\$11.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS—THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., Hongkong. [a45]

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GENTLEMEN'S OUTFITTERS.
NEW SUMMER GOODS JUST RECEIVED.
LINCOLN & BENNETT'S STRAW HATS
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GENUINE PANAMA HATS,
ELWOOD'S CELEBRATED SUN HATS,
RAINCOATS, UMBRELLAS,
WATERPROOFS,
SHIRTS, UNDERWEAR,
SOCKS, TIES, COLLARS. [a34]

ASAHI, THE CELEBRATED BEER OF JAPAN.
PER CASE 8 DOZ. PINTS ... \$16.00
PER CASE 4 DOZ. QUARTS ... 14.00

MITSUYA HIRANO WATER
THE ONLY MINERAL WATER BOTTLED WITH ITS OWN
"NATURAL CARBONIC ACID GAS."
PATRONISED BY H.I.H. THE CROWN PRINCE OF JAPAN.
PER CASE 43 PINTS ... \$6.50
PER CASE 100 1/2 PINTS ... 8.50
G. GIRAULT, AGENT. [a10]

NERNST
NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
HONGKONG ELECTRIC CO. or SIEMSEN & CO. [a70]

KODAKS, FILMS, PAPERS.
PHOTOGRAPHIC GOODS OF EVERY DESCRIPTION.
DEVELOPING AND PRINTING
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GOOD WORK. PROMPT RETURN.
THE CHEAPEST AND MOST UP-TO-DATE STORE IN CHINA.

ACHEE & CO.
17A, QUEEN'S ROAD CENTRAL.
FEW DOORS EAST OF HONGKONG HOTEL
Hongkong, 1st April, 1903. [a39]

THE LAHMEYER ELECTRICAL CO. LD.
LONDON,
AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a243]

KELLY & WALSH, LD.
NEW BOOKS AND NEW EDITIONS.
LEADERS OF PUBLIC OPINION IN IRE-
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Dr. Carl Peters; 2 Maps and 97 ... 4.25
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THE FEDERAL EMPIRE, WITH
SPECIAL REFERENCE TO AMERICAN
COLONIAL PROBLEMS, by A. H. Snow 13.50
ARDATH TOBACCO.
CRAVEN MIXTURE. [a32]

FIRST AND FOREMOST
IN CONSEQUENCE OF THE SUCCESS ATTENDING THE INTRODUCTION
INTO THIS COLONY OF OUR "STONE GINGER BEER" AND THE STILL
INCREASING DEMAND, WE HAVE NOW, FOR THE CONVENIENCE OF OUR
NUMEROUS CUSTOMERS ADDED TO OUR LIST OF BEVERAGES A
COMBINATION OF PURE LONDON GIN AND GINGER BEER WHICH WHEN
ORDERING PLEASE ASK FOR—

**"CROWN BRAND STONE GINGER
BEER AND GIN."**

WATKINS, LD., HONGKONG.
THE CHINA LIGHT & POWER CO. LD.
ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND
KOWLOON.
INCANDESCENT LAMPS, ARC LAMPS AND
NERNST LAMPS SUPPLIED.
ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.
Apply to—
THE MANAGER OF WORKS AT HUNGHOM,
OR
SHEWAN, TOMES & CO., General Managers. [a32]

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HONGKONG HOTEL
A First Class Hotel in every respect.
Elegantly Furnished Reading, Drawing
Room, and Smoking Rooms.
Private Bar and Billiard Rooms for Hotel
Residents.
Dining Accommodation for 300 persons.
Private Dining Rooms.
Special Dining Room for large parties.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Ping-Pong Room.
Hydraulic Elevators to every floor.
Electric Lighting.
Electric Fans (if required).
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel.
Wines cooled by Hotel refrigerating
machinery.
Hotel Linen washed on the premises by
machinery.
Bedroom Accommodation—131 rooms.
Fire Extinguishing Mains and Emergency
Exits on every floor.
CHARGES MODERATE.
H. HAYNES,
Manager. [a48]

**THE
PEAK HOTEL.**
Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.
A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a132]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th April, 1903. [a1265]

CONNAUGHT HOUSE.
A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, elegantly furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a49]

HOTEL CRAIGIEBURN.
PLUNKET'S GAP, THE PEAK, near the
Tram Terminus.
Tel. 88.
For Terms, apply to the
MANAGER. [a50]
Hongkong, 2nd July, 1900.

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as a food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongkong*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
the centres.
Cable Address—"BOAVISTA."
For Terms, apply to
[a254] THE MANAGER.

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well-furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "Hingkee" [a184]

VICTORIA HOTEL,
SHAMKIN, CANTON.
BRITISH CONCESSION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a183]

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SCOTCH
WHISKY.

WATSON'S

CELEBRATED
BLENDVERY OLD BLEND
SCOTCH WHISKY.A blend of the finest WHISKIES dis-
tilled in SCOTLAND, of great age, very fine
and mellow.Pronounced by Connoisseurs to be the
BEST BLEND in the FAR EAST.
Per Dozen ... \$16.50The following are also recommended, and
are unsurpassed in quality:—

- A.—THORNE'S BLEND ... \$12.00
B.—GLENORCHY, MELLOW
BLEND, a fine "SODA"
WHISKY of great age ... 12.00
C.—ABERLOUR-GLENLIVET 13.50
D.—H.K.D. BLEND of the Finest
Old Malt Scotch Whiskies 16.00

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

[3]

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and not addressed to the Editor.

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dress with communications addressed to the Editor

not for publication, but as evidence of good faith.

All letters for publication should be written on

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No anonymous signed communications that have

already appeared in other papers will be inserted.

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Lieber's

P.O. Box, 38, Telephone No. 12

BIRTH.

On the 10th May, at Kobe, the wife of C. W.

DAVIDSON, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEUX ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 20th May, 1903.

We have frequently had occasion to note

with regret the gradual decline of the

China tea trade and to point out also the

absence in China of any of those methods

so popular in India and Ceylon to maintain

the market. Every mail from the South

brings news of something done to advertise

the Indian and Ceylon teas, and, if possible,

to improve their quality. As a result of

these combined and constant efforts on the

part of the producers the annual returns

show a growing export while the export

of China teas is diminishing. How many

grocers in England could supply a customer

with China tea? Not, we should think,

five per cent. It is almost incredible that

even in Hongkong there are compradores

who do not keep China tea in stock because

they have no sale for it. There are doubt-

less other reasons than that of the persis-

tent advertising of the Southern teas which

account for the declining market for the

China product. There is, for instance, a

failure to keep abreast of modern methods

of preparing tea which causes rivals to

depreciate China teas by branding the

processes of the industry in vague in the

Celestial Empire as "filthy" and primitive.

the quality of the tea exported, there seems to be a want of such combined effort on the part of the Chinese producer, and China tea has probably suffered more than any other from the Tea Inspection Law enacted by the United States in 1897. The Senate Committee on Commerce, in reporting the Bill, pointed out that millions of pounds of tea unfit for use were being constantly admitted into the United States. China doubtless contributed a considerable percentage of that trash. There is now in process of formation in the United States a National Association for the purpose of promoting the consumption of tea and of safeguarding its interests, especially by the maintenance of the law against adulterated, impure and trashy tea. The Association will also address itself to the dissemination of information in regard to the quality of tea and to the proper methods of its preparation. America must be regarded as a promising field for such work, as the consumption of tea in the United States does not exceed one pound per head of the population per annum, while in Canada it is over four pounds, in England over six pounds, and in Australia over seven pounds. If some of the methods of the Indian and Ceylon growers were copied in China we could look forward with confidence to returning prosperity.

The German gunboat *Loche* left yesterday for Macao.

Captain Hurst, a well-known Taku pilot, has committed suicide.

Pollard's Lilliputian Opera Company are still occupying the Lyceum at Shanghai.

H.M.S. *Glory* and *Alacrity* have been up the Yangtze as far as Kiating. The Admiral entertained several residents on the *Glory*.

The services in St. John's Cathedral tomorrow (Ascension Day) will be as follows:—Choral Celebration of the Holy Communion, 8 a.m.; Matins and address, 11 a.m.

During the 24 hours ended at noon yesterday 23 cases of plague, all Chinese (17 fatal), were reported. Eight dead bodies were found, one of them floating in the Harbour.

Mr. E. A. Morphy, Editor of the *Straits Times*, was married last week to Miss Annie Ruth Lloyd, the eldest daughter of Mr. J. T. Lloyd, an old and much respected resident of Singapore.

When last reported H.M.S. *Albion* was at Japan, the *Moore* on the West River, and the *Phoenix* and *Thetis* were en route to Sandakan and Shanghai respectively. The *Waterwitch* went out to Mirs Bay yesterday.

Mr. A. Turner, Hon. Secretary of the Gun Club, intimates that the fish of the Cadogan Cup competition will be shot off the first Wednesday or Saturday. Members who have not shot are requested to do so.

Complaints are frequent that the gas lamps are unlit or turned down early and the streets left in darkness. The Gas Company may be trying to make up for its losses on dear coal; but it was never known to give the streets extra lighting when coal was cheap.

The caps on the manholes of the No. 2 tank in Caine Road are still in a reversed position, or were yesterday, and proving highly efficacious as receptacles for stagnant water. Perhaps, when the showers have passed, the responsible authorities will venture out and see them fixed properly.

Mr. Kidson, Second Secretary of the British Legation at Peking, was thrown while mounting his horse and with one foot in the stirrup, on the 9th, and dragged for nearly 100 yards. His head was badly battered and he was carried into the Legation unconscious, but it was hoped that he had suffered no serious injury.

Damage to the extent of about \$200 was done by a fire which broke out in Queen's Road West yesterday morning, at three o'clock, in the unoccupied first floor of a house situated on the opposite side of the street from the tailor's shop in which a case of arson, having its sequel in the Supreme Court on Monday, occurred some little time ago.

At Pingin over 150 people were recently burned to death while worshipping in a temple. In burning incense and large quantities of paper, the staircase of the building was set alight, thus preventing all escape. Some jumped out of the windows but were crushed to death on the stones. Others would have jumped but the rush was so great that they could not get out. Most of the victims were burned beyond recognition.

A return prepared by the United States Intelligence Department, and just issued, shows that in ships built and building, England stands first with 624 vessels, of 1,807,000 tons; France second, with 453, of 804,000 tons; Russia third, with 275, of 509,000; Germany fourth, Italy fifth, Japan sixth, and the United States only seventh. In armoured ships, completed and capable of taking their place in line, England stands first, with 64; France second, with 54; Germany third, with 35; Russia fourth, with 24; and the United States fifth, with 24. When, however, the programmes now in course of execution are completed the United States will rise to the third place in ships capable of fighting in line.

TELEGRAM.

REUTER'S SERVICE.

THE NEAR EAST.

London, 17th May.

The Turkish troops while advancing on Ipek, an Albanian stronghold, were attacked by the Albanians and many were killed and wounded on both sides. The inhabitants of Ipek have submitted, but many Albanians still hold the mountains.

CANTON.

[FROM OUR CORRESPONDENT.]

16th May.

The new Viceroy, Shun Chou Hain, left Soochow on the 16th of this Chinese moon (12th May) for Canton, and is expected here about the 10th of next moon; but before he started he sent a number of spies here to find out what the officials have been doing, and report upon the state of affairs in Kwangtung and Kwangsi.

It is said in Canton that the gentry and merchants in Kwangtung and Kwangsi have petitioned and wired to the President of the Board of War, H. E. Wang, at Peking, asking His Excellency to cancel the act of the prefect of the Kwai Lun prefecture who applied to the French military authorities for assistance in suppressing the Kwangsi rebellion. They also ask that the prefect shall be dismissed from office. It is reported that the French soldiers have marched into the territory of Kwangsi to fight the rebels.

SHANGHAI AND THE NAVY LEAGUE.

The British community of Shanghai, the *N.C. Daily News* says, responded splendidly to the invitation extended to them to form locally a branch of the Navy League, and in the somewhat depressing Court-room of the British Consulate most enthusiastic send-off was given to the new branch which starts with a membership of 120 members obtained in something under an hour. H.B.M.'s Acting Consul-General was in the chair and flanking him under the wings of a large-size Union Jack—the only decoration—were Mr. H. P. Wyatt (the delegate of the League), Mr. W. G. Jayne (Chairman of the Municipal Council), Mr. J. O. P. Bland, Mr. R. M. Campbell, Mr. R. W. Little, Mr. A. M. Marshall, and Mr. Alex. Wright, members of the Provisional Committee. The Court-room was filled, and the thoroughly representative nature of the audience is shown by the mention among those present of Archdeacon Monte, the Rev. H. C. Hodges, Capt. Boisragon, Mr. C. J. Dudgeon, Mr. C. S. Addie, the Rev. W. G. Walsh, and Mr. E. S. Little.

A few brief words of commendation came from Mr. Mansfield, who pointed out that Mr. Wyatt was making his tour of the world in the interests of the League at his own expense, and who said also that he had been himself a member of the League for some time.

Mr. Wyatt proved himself an orator of intense earnestness and a very real eloquence. He established very clearly the value of the League, and dwelt on the fact that it was essentially non-party and non-jingo. Its sole desire was to strengthen the hands of any and every Government in providing money for an efficient navy. How necessary that was in a democratically governed country had been proved by the events of 1878 and 1884 when serious crises had found the country in a grave state of unpreparedness. In glowing words Mr. Wyatt depicted the distress and starvation which must involve Great Britain and its colonies if the command of the seas were lost but temporarily, and he pointed out that no amount of money could bring a fleet into being at short notice; that in naval warfare, therefore, the verdict must be decided on the strength of the rivals at the commencement of hostilities. The indebtedness of Shanghai to the navy was specially insisted on and a great point was made in stating that valuable information now looked up in the knowledge of men residing in the East might be brought through the League to render vital assistance to the Government.

The speech was received with rounds of applause and a general eagerness was shown by those present to set down their names as members. The eloquence of the chief speaker proved infectious and Messrs. R. W. Little and J. O. P. Bland had an audience ready to take up with enthusiasm the points they made in formally proposing the establishment of a branch.

The Provisional Committee already named was elected a Substantive Committee with power to add to their number.

LATEST STEAMER MOVEMENTS.

The P. M. steamer *Siberia*, with mails, &c., which left Hongkong on the 18th ult. for San Francisco via Shanghai, &c., arrived at her destination on the 18th inst.

The T.K.K. steamer *Hongkong Maru*, with mails, &c., left Shanghai for this port yesterday at daylight.

The C.P.R. steamer *Empress of China* arrived at Yokohama at 6 p.m. on the 18th inst., and left again at 9 a.m. on the 19th inst. for Kobe, where she is due to arrive at 9 a.m. to-day.

The C.P.R. steamer *Empress of Japan* arrived at Nagasaki at 6.30 p.m. on the 18th inst., and left again at 5 p.m. on the 19th inst. for Kobe, where she is due to arrive at 10 p.m. to-day.

The Indo-China steamer *Namazing* left Calcutta for this port via the Straits on the 17th inst., and may be expected here on the 2nd prox.

CORRESPONDENCE.

JUNK LIGHTS AND HONGKONG LAW.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 19th May.

SIR,—I desire to draw attention to the state of the law of this Colony with regard to the lights which should be carried by junks when under weigh.

Under the Ordinance at present regulating the matter (No. 28 of 1891, Section 27), every junk or other Chinese built vessel when under weigh at night within the waters of the Colony must exhibit a bright white light not less than 10 feet above the hull.

By Ordinance No. 39 of 1902, where, in any action brought in any Court in the Colony in respect of a collision occurring, between sunset and sunrise, outside the territorial waters of the Colony, between a junk and a ship, it is proved to the Court that the junk has failed to comply with the International Collision Regulations concerning lights, the junk shall be deemed to be in fault.

By virtue of these Regulations the proper lights to be carried by sailing vessels are the red and green side lights and they are not allowed to carry the white light. The result therefore is that within the waters of the Colony a junk need only carry a white light, but outside the waters of the Colony the same junk must carry red and green side lights; that is to say, a trading junk leaving Hongkong for Shanghai or any northern port must carry a white light as long as she is in the waters of the Colony, but immediately she crosses the imaginary line forming the boundary of those waters, she must take down her white light and display red and green side lights.

One can scarcely conceive why, if a white light is all that is required in the crowded and narrow waters of this Colony, side lights should be necessary when the junk gets into the open sea. Of course we all know that in fact junks never do carry side lights, nor I venture to think, are ever likely to carry them, notwithstanding any Hongkong Ordinances.

Did the framers of this Ordinance expect that, immediately on the Ordinance being passed, the numberless junks on the China coast would at once discard the white light which they have carried from time immemorial, and blossom out into side lights of the most approved pattern? This, I think, could hardly have been contemplated; and the only result of the Ordinance is that, if a junk belonging to a Chinese port be run down at night by a steamer near Shanghai, and the junk-owner comes to Hongkong, as they frequently do, to seek his remedy in damages against the steamer, the junk will be held to blame, because, forsooth, she has not complied with a law compelling her to carry lights which are not required by the laws or customs of her own country, nor even by the law of the Colony where she has come to seek her remedy!

If the Ordinance had prescribed that junks, when sailing in this Colony, should be held to blame if they had been proved not to have carried the white light required by the laws of this Colony, such a law would in my opinion have been fair and reasonable; but to enact that a junk should be in fault for not carrying side lights, well knowing that no junks ever do carry side lights, appears to be most unreasonable, and likely to lead to grave injustice whenever the Ordinance comes to be put into force.

I should add that, by Her late Majesty's Order in Council dated the 7th July, 1897, the Collision Regulations were applied to Chinese ships with this proviso, "Provided always that as regards Chinese ships such Regulations shall apply to ships of foreign type whether warships or not, but not otherwise."

Junks are therefore expressly excluded from the operation of the Regulations; and, that being the case, I fail to see what power our local Legislature has to enact that the Regulations as to lights shall apply to them; for that is really the effect of Ordinance 39 of 1902.—Yours, etc.

JOHN HASTINGS.

THE MEETING OF PROPERTY OWNERS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 19th May.

SIR,—I regret that there appears to have been some misunderstanding concerning the object of the meeting held yesterday at the Sanitary Board offices. The object was simply to explain to the Chinese property owners the meaning of Sections 46 and 154 of Ordinance 1 of 1903, as from information received from the Chinese members of the Legislative Council and Chinese members of the Sanitary Board it appears that the Chinese did not thoroughly understand these Sections.—Yours etc.,

J. M. ATKINSON.

President, Sanitary Board.

THE GOVERNORSHIP OF CEYLON.

The following is from the *Glasgow Herald* of April 18th:—

It is rumored that, in the interests of peace and irrespective of the question at issue in Trinidad, Sir Cornelius Molony will exchange probably to Ceylon, as soon as the Commission which leaves here on Wednesday morning has reported. He is an extremely able and hard-working man, but his military training is responsible for a lack of flexibility in his methods. Presently there will have to be changes in the Governorships of Ceylon and Hongkong, for the extended term of Sir West Ridgeway is drawing to a close in the former, as in Sir Henry Blake's ordinary term in the latter colony. Hence it is suggested that the necessity of the various colonies will in this respect be met by transfers.

SUPREME COURT.

Tuesday, 18th May.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR HENRY S. BAKERLEY (ACTING CHIEF JUSTICE).

MANSLAUGHTER BY A CHINESE CONSTABLE.

Fong Kan, a Chinese constable, was charged with having killed a man named Chung Mo Kwai at An Tan Police Station in the New Territory on 28th March.

He pleaded not guilty.
Mr. E. H. Sharp, K.C., Acting Attorney-General (instructed by Mr. F. R. L. Bowley, Crown Solicitor), conducted the prosecution.
The following jury was empanelled:—Messrs. F. Smith, P. Hardman, D. H. Cameron, G. Sole, H. A. Lamert, E. W. Thiden and W. Clark.

The Acting Attorney-General in his opening statement said that on 28th March at ten o'clock at night the deceased and a woman went to the Police Station and the deceased complained of having been assaulted by the accused. Evidence would show that the man was then bleeding slightly from the head, but, as it would appear, that injury had nothing to do with his death. It was not just to the prisoner to explain now that he said that the villagers including the deceased had interfered with him that day when he was making an arrest and in the course of that interference he struck the man on the head. The constable however did not report this matter at the time to Sergeant Adlington who was in charge of the station. On the following morning Sergeant Adlington was in the charge-room when the deceased and a woman entered to make their charge, not having seen the sergeant on the previous night. Deceased was to all appearance perfectly well. The sergeant told the deceased man to wait outside a few minutes. Apparently the latter misunderstood what was said to him, for he went outside and walked away. The sergeant sent accused who was then on duty to bring him back. Prisoner followed him, overtook him and, the evidence would show, without any necessity assaulted him and kicked him about the legs. This had nothing to do with the man's death, but it showed the systematic course of violence followed by the accused towards the deceased man. Prisoner brought the man back and he was put on the verandah to await an opportunity of seeing the sergeant. Here the accused made a third assault upon the prisoner. He struck him or pushed him with great violence against a window-frame on the verandah with the result that the man fell heavily to the floor and fainted. He was brought round by the sergeant but expired about an hour afterwards. A post-mortem examination showed that the cause of death was a ruptured spleen, resulting from a violent blow. The spleen of the deceased appeared to have been enlarged, he being apparently a malarial subject. His death must have been caused by the violence of the prisoner. The police must not abuse the powers given them by their position, and it was to be feared that Chinese constables when unobserved by their superiors did sometimes abuse these powers.

Evidence was called.
Lance Sergeant Adlington deposed that, on the morning of the day in question he saw the accused man push the deceased violently from behind against the window-frame on the verandah of the Police Station. Deceased fell away in a dead faint into the prisoner's arms and then on to the ground. Witness was in the charge-room at that time, about six yards away. Deceased was walking along quietly, offering no provocation to the constable. Witness went out and brought the deceased man round. He complained of pains in his inside and appeared to be in great pain. Witness telephoned to Tai-po for the doctor. The man afterwards fainted again but witness brought him round, got a statement from him, and then carried him into the charge-room where he died an hour and a quarter after being pushed against the window. When deceased came into the station that morning he seemed to be in perfectly good health.

India Acting-Sergeant 998, gave evidence of a corroborative nature.

Dr. William Hunter, who made the post-mortem examination, deposed that he found the spleen ruptured in four or five places. A blow would have caused the injuries. The blow against the window which had been described could have caused them.

By the Court—Rupture of the spleen could be caused by violent muscular exertion.

The accused when asked if he wished to make any statement said that when he told the deceased to go on the verandah the man refused and he had to use necessary violence to get him up. When the man was near the window he fell down. He (the prisoner) did not push him or assault him as alleged by the witnesses.

The jury unanimously found the prisoner guilty as libelled but recommended him to mercy on the ground that the abnormal size of the deceased man's spleen probably contributed to his death.

His Lordship in passing sentence said he agreed with the jury. He believed that had the deceased man's spleen been of normal size the fall would not have caused his death. But this was not a case of an ordinary affray between man and man. In that case His Lordship would probably have taken the view that the term of imprisonment already undergone by the prisoner met the requirements of the case. But prisoner was a member of the Police Force; and police officers and other officers of the law having persons in custody must clearly understand that they were not entitled to use towards

such persons any more violence or force than was absolutely necessary to enable them to perform their duty. In order to mark his sense of the illegality and impropriety of the prisoner's conduct as a police officer in using violence towards the deceased, he would sentence him to one month's imprisonment. Had the prisoner been an ordinary citizen he would have gone free.

THE ARSON CASE—WOMAN'S SENTENCE REDUCED.

Wong Ping who with her husband Ho Ping had been convicted at the previous day's sitting of arson at 205, Queen's Road West and sentenced to three years' imprisonment (her husband getting seven), was brought into Court.

His Lordship, addressing the Acting Attorney-General, said that since passing sentence he had had very serious doubts as to whether he had taken the right view as far as the woman was concerned. As the Acting Attorney-General knew, in cases of ordinary felony and in misdemeanours a wife if she committed the offence alleged against her in presence of her husband was in law assumed to have acted under his compulsion. But there were certain felonies such as murder and treason which were considered *malice in se*, which were so bad in themselves, that the compulsion of the husband even could not excuse the wife for taking part in them. There were those in high authority who added other crimes to the murder and treason category. He himself took the view on the previous day that the crime charged against those two persons came within that category, inasmuch as the allegation was that fire had been set to a house in which persons were then dwelling and asleep; and he thought that on the facts as disclosed before the Magistrate it would have been competent for the Crown to have charged attempted murder. He felt justified in saying that a person who set fire to a house in which persons were asleep might be charged with intent to murder those persons, and from his own point of view, following a certain school of lawyers, he would include in the category of crimes that are *malice in se* the terrible crime of setting fire to a house in which persons were asleep. Still the question was not without doubt and had not been clearly held to be so. In the circumstances he thought he ought to, and he intended to—he would be glad if it met with the Acting Attorney-General's approbation—revise the woman's sentence by way of reducing it. He was not prepared to go to perhaps the logical conclusion and remit the sentence altogether, because if the crime with which she was charged did not authoritatively come within the category of *malice in se* crimes, still there was a doubt. He proposed to regard this woman, therefore, as having acted under the compulsion of her husband. But it having been proved that she was present with him all the time during which the evidence concerned him at all his Lordship proposed in the circumstances to reduce the sentence from three years to six months' imprisonment with hard labour.

The Acting Attorney-General said he agreed with his Lordship entirely.

His Lordship remarked that it gave him considerable satisfaction to hear that expression of opinion from the Acting Attorney-General as representing the Crown. Addressing the prisoner his Lordship went on to say that she and her husband had been convicted of a horrible crime. He did not intend to alter the husband's sentence of seven years, but he had had the conviction borne in upon him that she had acted under his compulsion. If the crime which he had committed together had been of a less heinous character he would have discharged the woman altogether, because one knew how difficult for a wife it was to resist the moral suasion or compulsion of her husband. But there were some crimes so terrible that even although it was quite clear that a woman acted under such compulsion she could not be allowed to get off altogether; and this setting fire to a house was one. He reduced the sentence from three years to six months' imprisonment with hard labour.

ALLEGED HIGHWAY ROBBERY—A MISSING WITNESS.

In the case in which Yeung Kwai Cheung, Chung Shing, Cheng Ki Mo, Wang Tin and Li Hoi are charged with highway robbery,

Mr. H. E. Pollock, K.C., said he had been authorised to prosecute on behalf of the Acting Attorney-General. The principal witness, the prosecutor in fact, by name Lau Eel, had however disappeared; the police had made enquiries at Kowloon City to which place he went periodically, but he had not been seen there of late. He believed the prosecutor's home was in Chinese territory. He asked his Lordship to admit as evidence the man's deposition taken at the Magistrate (Section 82 of Ordinance No. 2 of 1899).

His Lordship declined to sanction this course, but said he would fix the hearing for Friday, putting the case last on the list, to allow the Crown to bring forward this witness if possible.

ADJOURNMENT.

The Court adjourned at 12.15 p.m. till this forenoon at 10.30 when Lai Chui alias Li Kwai Fan will be placed on his trial on a charge of complicity in the murder of the Reformer schoolmaster in Gage Street about two years ago.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—The barometer has fallen over Central and E. Japan owing to the depression which is moving NE. in the Sea of Japan.

Pressure has increased considerably along the China coast and is highest between the E. coast and the Loo-Chooes.

Gradual slight S.W. winds in the Formosa Channel and N. part of the China Sea. Forecast:—S.E. winds; moderate; equally thunder-showers.

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AGENTS—

325

JARDINE, MATHESON & CO.**FIRE.**

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ORIENT INSURANCE COMPANY.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st May, 1903.

[1319-2]

NOTICES OF FIRMS**NOTICE.**

DURING my absence from the Colony, MR. A. K. ARULLI is authorised to Sign my Name for Proclamation.

W. M. SHEWAN. [1417]

Hongkong, 12th May, 1903.

CHINA COMMERCIAL STEAMSHIP**COMPANY, LIMITED.****司公限有船輪華中**

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2ND FLOOR.

Hongkong, 21st March, 1903. [924]

CHINESE AMERICAN COMMERCIAL**COMPANY,****司公美華****IMPORTERS, EXPORTERS AND****MANUFACTURERS.**

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD, opposite Douglas Pier.

Hongkong, 1st May, 1903. [1321]

NOTICE.

AFTER the 25th MAY, 1903, I, FOO QUAI SUN, of the firm of SON LOY CHAN, SING KEE & CO., situate in No. 4, Victoria Street, next to Central Market, do hereby agree to sell my share of One Thousand Dollars (\$1,000) to LI CHUI BEN TONG.

Accounts of all debts caused by me on behalf of the Firm must be forwarded to the above Office before the above named date; if later they will not be recognised.

Also, I, FOO QUAI SUN, hereby notify that I have lost my Share-book. If the same be presented to the above named Company's Office after the 25th inst., it also will not be recognised.

FOO QUAI SUN. [1468]

Hongkong, 19th May, 1903.

[ALL RIGHTS RESERVED.]

RAYNIER'S PERIL,A ROMANCE OF THE NORTH-WEST
FRONTIER.

BY

BERTRAM MITFORD.

(Author of "The Ruby Scurd," "Sign of the Spider," "The Word of the Sorcerer," &c.)

CHAPTER XVI.**HOW TARLETON YIELDED.**

"This is a land of surprises," Haslam had said, and indeed if ever words had been vividly, literally, and luridly borne out, here was an instance. Within one short half hour of their utterance this camp, then the very embodiment of peaceful repose and fancied security, had been overrun by savage massacre and turned into a smoking human shambles. Corpses, many of them horribly hacked, lay in every attitude of agonised contortion, and great masses of blood spattered the canvas of the tents, as also the dirty white garments of the assailants. As for the hapless Europeans, though for the moment alive and uninjured, they were helpless captives in the power of the most notoriously cruel and unsparring brigand of the whole northern border. Of a truth this was a land of surprises.

The first idea that occupied Haslam and Tarleton was to attend to the unfortunate lady, and this they did, as carefully as though it was an ordinary fainting fit, and there were no barbarous enemies within a thousand miles of them. "She'd better not come to again just yet," Tarleton said. "We'd better get her into a tent, if they'll let us."

Permission to do this was granted gruffly, but two of their captors were ordered to enter with them lest they should possess themselves of weapons, nor was this precaution superfluous for they had fixed upon Haslam's tent as being the nearest and Haslam's revolver lay upon his

charpoy. At the sight he stifled a deep and muttered curse, as the Gularzi pounced greedily upon it. He had reason to curse deeper still as they ordered him to at once deliver up any arms and ammunition he might have in his possession. Inwardly he groaned again, as he saw his beautiful shot gun and Mannlicher rifle in the eager grasp of the hooked claws of these copper-headed brigands. Then he was ordered outside again.

Murad Afzal had not dismounted from his fine camel, and from the altitude of his seat—for he had ridden into the centre of the camp—was directing operations. Several of his followers were ransacking the tents, trundling out their contents; and soon trunks and despatch boxes, bags and tins of provisions, articles of clothing and kitchen utensils were piled together in promiscuous heaps. But what delighted the warrior soul of the freebooter was the sight of four or five good, up-to-date rifles and a brace of revolvers. The shotguns, too, he contemplated with satisfaction but the rifles appealed to him most, and these he caused to be handed up to him one after the other as he sat on his camel, and each he would bring to his shoulder, sighting it at some object far or near, away over the plain. The weapons of the Levy sows, who had of course been disarmed, were good, but they were only Martinis.

But these—magazines and repeating guns, spick and span and of first-rate workmanship—Ya Mahomed, what a find!

Now he showed Haslam to him. The Forest Officer, standing there under this arch brigand, looking down upon him from the height of his towering camel, felt that humiliation was indeed his lot to-day.

"So, jungle wallah?" began Murad Afzal, speaking in Hindustani, and superiorly. "What?"

"So, jungle wallah, I told you I was not accustomed to ask the same question twice; yet this time will give you yet another chance, and ask it the third time. Where is Raynier?"

"That I can't tell, for I don't know," answered Haslam with perfect truth.

The chief bent over, and whispered instructions to some of his followers on the off-side of his camel. These came round, and laying a hand on Haslam's shoulder ordered him to go with them. Resistance was absolutely useless, and Haslam was marched away. They were taking him in the direction of the Levy sows' camp, he noticed, of course to execute him there. His time had come, he concluded. Rapidly as he walked to his doom, his past life flashed through his recollection. He had been a careless sort of chap, he supposed, like others, no better—he would have shrunk from the imputation of making any other claim—but he hoped no worse. He had not troubled his head much about what lay beyond the grave, nor had he ever shrunk from death when duty or dangerous sport had brought him within gazing distance of it. Perhaps if all that was fought of what came after it were true, or even a portion, why he was surrendering his life rather than give information which should place the lives of others in danger, and it might be taken into consideration.

But of mercy at the hands of yon ruthless freebooter he had no hope. At any rate he would meet a swift death—they would shoot or behead him, and they might have done him to death by slow torture. He thought of his wife and young family away in England. Would they miss him much, and more important still, would the Government do anything for them over and above the rather meagre pension which they would draw from the fund to which he had subscribed throughout his term of service? It was not probable. Government was seldom liberal. Then his thoughts were broken in upon. They had reached the tents of the Levy sows, and into one of these he was ordered.

Wonderingly he obeyed. What did it mean? Were they not going to put him to death after all, for it occurred to him they would hardly have brought him into a tent for such a purpose? But he was ordered to get himself, and remain perfectly still—and informed that any movement he might make, or sound that he should utter, would be his last. And then, immediately outside the canvas, which screened him from the outer world, he heard the loud, sharp, double report of a rifle.

One other head it too, and that one was Tarleton. To his mind it suggested but one solution—possible rescue, to wit—acting upon which idea he did what a man of his ballheaded temperament would be expected to do, but which, had his idea been correct, was the very worst possible thing he could have done. He came to the tent door, and looked eagerly and anxiously out.

Murad Afzal still sat there on his great camel, his countenance as cold and impassive as the graceful folds of his snowy turban, while upon his followers a strange hush had fallen. At sight of the Feringhi he was broken—broken by muttered curses and threats. But—where was Haslam?

The chief beckoned him forward, and he had to obey. Yes, obey. There was no mistaking the word. He was in the power—absolutely in the power of the man he called "a nigger," as he would have described him about half an hour ago.

"You heard those shots," said the Gularzi laughingly from the loftiness of his tall steed. "Yes? Look around. Where is the jungle wallah?"

Tarleton did look round—with some alacrity moreover. But no sign of Haslam rewarded his glance. He began to see the grim drift of the injunction.

"You will see your friend no more," went on the chief. "I asked him a question—for the third time. He would not answer—so he was shot—over there."

He paused, with intent to let the full weight of his words sink deep in the other's mind. Like most wild, or semi-civilised people, the Gularzi freebooter was a character reader, and knew his man. But, before the other had time to answer, an interruption occurred, as startling as it was unforeseen.

All were watching the result of the dialogue between the chief and the prisoner. Fierce eyes gleamed beneath shaggy brows, claw-like fingers felt the edge of talons foul and sticky with blood that had already been shed. Eagerly heads were bent forward, awaiting the word

that should hand this Feringhi over to their scarcely glutted blood lust and hate.

"Hear me, O great Sirilar," cried a voice, pitched in loud, harsh tones. "Hear me, I can give the information thou requirest, O sword of the Feringhi."

The Levy sows who had surrounded the number of about a dozen, were grouped on the outskirts of the freebooters. From one of these the voice proceeded.

"Let him come forward," said Murad Afzal. Way being made, the speaker advanced. He was a youngish man, tall and well built, with aquiline features and a short curling beard.

"Who art thou?" said the chief shortly.

"Mahomed Afzal, Wazir," answered the man.

"Well, what dost thou know?"

"This, O great Sirilar, Murad Afzal. This, this, that as thou didst say my father, Mahomed Jan, so now enter Jehanum by the hand of his son."

Quick as thought, while uttering these words he had snatched a rifle from the loose, unguarded grasp of the man next to him, and without waiting to raise it to his shoulder, discharged the piece well-nigh point blank at the chief. But the ball hummed viciously past, just trifling the edge of Murad Afzal's voluminous turban.

For the camel, whether acting under the influence of the incredible speed which is inherent in its species, or irritated by the harsh collision right at its ear, had suddenly reared round its head with a resolute grunt, making a vicious snap at the would-be slayer, with the double effect of somewhat marring his aim and moving its rider by just the few inches requisite to the saving of his life. In a twinkling the man was seized.

"Ya, Allah!" he mouthed, struggling furiously in the grasp of those who held him. Arrogant as this rebuff-dog, this valiant, brave coward who only strikes those who are too weak to oppose his numbers. Mahomed Prophet, strike him down into the burning pit of Hawiyat, where his gnawing vitals shall consume for ever and ever."

The declamatory voice had risen to a wild scream. Murad Afzal, seated on his camel, had not moved throughout the whole scene. Now he spoke.

"So then art the son of Mahomed Jan, that Wazir thief and enemy of Allah?" he said, gazing down at the rebel-dog, this valiant, brave coward who only strikes those who are too weak to oppose his numbers. Mahomed Prophet, strike him down into the burning pit of Hawiyat, where his gnawing vitals shall consume for ever and ever."

He signed to those who held the frantic man—then something in the aspect of the latter caused him to change his intention. For he recognised that the Wazir's mind had given way, in short that he had become a friend, and not an enemy, as such would be deemed contrary to all tribal tradition and sanction. Yet he had no intention of letting him off so free.

"I will spare him the fire," he said, "for of that he will have plenty. So—shorten him by the head."

Willing feet sprang to do his bidding. Willing hands seized the moaning, cursing man, who by dint of a camel halter was forced to stretch forth his neck. Then the flash of a keen talwar in the air, and the deluging, hearse corpse was writhing and squirming right at Tarleton's feet.

Tarleton, surgeon though he was, turned sick at the horrid sight, the more so that in all probability it presaged his own fate. The voice of Murad Afzal recalled him to this.

"You have seen, Feringhi. Now that is thy fate, if any question is unanswered. Where is Raynier?"

Tarleton looked at the gushing, headless corpse, then at the stern, uncompromising countenance of the chief. He sighed, too, the eager, cruel visage of those around, who seemed to hang upon his answer. Life was no good to him as to anybody else, nor did he feel the least inclination to part with it at that moment. Besides what would become of his wife, now lying unconscious in the tent behind him, if left alone and at the mercy of these ruthless barbarians? Haslam was dead, and thus no one need ever know, for no one was left to witness against him, and if ever there was a case of "every man for himself" this was surely it. So he replied:

"He has gone to visit Surbalah Khan."

(To be continued.)

DANGEROUS GROUND!

IN life's pathway there are many places which might be marked off as "DANGEROUS GROUND." The period in life when girlhood gives place to womanhood is fraught with great danger. That terrible disease anemia lives like a ravenous lion in the path and fully fifty per cent. of young women suffer in after years from its attacks. Mothers cannot guard too carefully their daughter's health at this period. In Bile Beans will be found a medicine which acts like a charm on this disease.

Miss Annie Hughes, of Des Voeux, Gwespur, Holywell, says: "I had anemia very badly. I had no energy; was terribly depressed and languid, and had no heart to do anything. The doctor told me I had no blood, and that I had got into a very low state of health indeed. I was as pale as death, and so weak that it was with the greatest difficulty I walked upstairs. My legs were much swollen. Besides suffering from severe headache, I had dreadful pains all over my body and limbs. I was also subject to palpitation, especially at night, and I got so bad that I had to be propped up with pillows when I went to bed."

"This helpless condition continued right up to a few months ago. I had taken various medicines, and at times got a little better, only, however, to go quickly back to my old state, and I derived no permanent benefit. Then I tried Chas. Forder's Bile Beans and they worked wonders in me. My health came back gradually but surely, and after a little perseverance I was made perfectly well. I now feel as well and strong as ever in my life."

Such is but one illustration out of thousands. Bile Beans cure anemia, constipation, piles, indigestion, liver and kidney ailments, pimples, blood impurities, and all female ailments and weaknesses. You'll get THREE SAMPLE BOXES.

At Messrs. WATKINS, LD., 75, Colaba, Hongkong, at 75 cents per box. Send this coupon and a penny stamp (to pay return postage) to the

Bile Beans Co.'s Central Depot, London, and you will receive a free sample box.

May 20th, 1903. [1359-3]

When Your Joints Are Stiff

and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. USE

Painkiller

[1352-1]

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The men who made the Encyclopedia were acknowledged masters of their subjects; and not only that, they were accomplished literary men as well. In supplying information they produced literature. In collating facts, they gave to an ordinarily dull and uninteresting task a charming quality of style, a literary finish, and a sound erudition possible only in the case of a writer who is not less a scholar than a specialist. It therefore happens that while the "ENCYCLOPEDIA BRITANNICA" is a monument of learning, it is always eminently readable. Many of its treatises are classics of their sort, and are recognized as such in the world of letters. While they are encyclopedic in scope, they have little of the typical encyclopedic atmosphere. A more brilliant series of papers was never published—never, certainly, within the compass of an encyclopedia—than these exquisite monographs, written for us by the most scholarly pens of Great Britain, with a firm, sure note of authority. These have passed into literature, in not a few instances they have been published in book form, and were they lost to us English literature would be measurably impoverished.

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1361-4

SHIPPING.

ARRIVALS.
May 18, ANTERIOR, British str., 3,562, Rowland Williams, Singapore 13th May, General—Butterfield & Swire.
May 19, ATHENIAN, British str., 2,210, H. Robinson, Vancouver and Shanghai 16th May, General—C. P. R. Co.
May 19, TEIKOKU MARU, Japanese str., 2,561, T. Narasaki, Moji 13th May, Coal, Cement, &c.—MITSUI BUREAU KAISHA.
May 19, AMALIA, British str., 1,556, C. J. Matlock, Hongkong 16th May, Coal—JARDINE, MATHESON & CO.
May 19, GUTHRIE, British str., 2,333, A. E. Daboll, Wain 13th May, Rice—GIRD, LIVINGSTON & CO.
May 19, HAILONG, British str., 783, Gibson, Tamsui 15th May, Amoy 17th and Swatow 18th, General—DOUGLAS LAPEAUX & CO.
May 19, HOLSTEIN, German str., 1,185, Lorenzen, Saigon 16th May, Rice—JENSEN & CO.
May 19, KAIFONG, British str., 1,024, G. H. Ponnathier, Hailong 15th May, Sugar and Hemp—BUTTERFIELD & SWIRE.
May 19, KWANGLIE, Chinese str., from Canton.
May 19, PHA CHON KLAU, German str., 1,011, D. Beineke, Hongkong 11th May and Koh-sichang 13th, Rice and Wood—BUTTERFIELD & SWIRE.
May 19, SUTTEGART, German str., 5,200, P. Groach, Bremen 7th April, Mail and General—MELCHERS & CO.

CLEARANCES.

At THE HARBOR MASTER'S OFFICE.
19th May.
Anying Maru, Japanese str., for Swatow.
Antenor, British str., for Shanghai.
Apsara, German str., for Hainan.
Hanyang, British str., for Singapore.

DEPARTURES.

19th May.
AMIGO, German str., for Shanghai.
ANFING, Chinese str., for Shanghai.
ANAGORIA, German str., for Yokohama.
CARACORUM, French str., for Europe.
CHANGCHUN, British str., for Amoy.
CHINA, Austrian str., for Trieste.
CHUNSAO, British str., for Canton.
GUTHRIE, British str., for Canton.
HAINAN, British str., for Swatow.
ITO MARU, Japanese str., for Seattle.
LOONGMOON, German str., for Shanghai.
LUCHA, German str., for Manila.
MORVIA, Austrian str., for Yokohama.
NARAKIN, British str., for Kobe.
P. C. C. KLAU, German str., for Singapore.
ULABAND, Newguian str., for Moji.
WATERWICH, British str., for Mira Bay.
WUSSONG, British str., for Shanghai.
YUNNAN, British str., for Shanghai.

VESSELS IN DOCK.

19th May.
ABERDEEN DOCK.—HONGKONG, H.I.G.M.S. Jaguar, Canton River, San Joaquin, Tayouba, H.M.S. Sawyer, Haverhill, Theo, Triglar, COMSOPOLITAN DOCK.—Kaichow, Cretin.

SHIPPING REPORTS.

The British steamer *Kaifong*, from Hailong 15th May, experienced light variable winds and smooth sea to Fortune Island; thence moderate S.W. wind and fine weather.
The British steamer *Guthrie*, from Wulu 13th May, experienced light to strong variable winds and slight sea accompanied by thick haze weather and overcast sky throughout the passage.
The British steamer *Hailong*, from Tamsui 15th May, Amoy 17th and Swatow 18th, had dense fog in Formosa Channel; light southerly breeze with rain from Amoy to Swatow. From Swatow to port variable wind with heavy rain squalls.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 20th inst., at Noon.
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DAVID SASSOON & CO., LD.
Agents.
Hongkong, 13th May, 1903. [1413]

IMPERIAL GERMAN MAIL LINE.

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"STUTTGART,"
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Agents.
Hongkong, 20th May, 1903. [15]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

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JARDINE, MATHESON & CO.,
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Hongkong, 16th May, 1903. [1444]



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STEAM TO SHANGHAI, YOKOHAMA AND KOBÉ.

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Captain Colol, will leave for the above places on SATURDAY, the 23rd inst., at P.M.
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Princes Building.
Hongkong, 18th May, 1903. [1456]

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司公限有船輪華中

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J. S. VAN BUREN,
Superintendent.
Hongkong, 30th April, 1903. [1318]

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THE Company's Steamship
"HAILONG,"
Captain Gibson, will be despatched for the above ports TO-MORROW, the 21st inst., at NOON.
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Hongkong, 19th May, 1903. [1471]

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Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 23rd May, at NOON, taking passengers and cargo for the above ports.
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Hongkong, 11th May, 1903. [1409]

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HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 12th May, 1903. [1409]

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1903.

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"CHARLES TIBERGHIE" 15th June.
"MACDUFF" 10th July.
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Hongkong, 12th May, 1903. [1125]

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STANDARD OIL COMPANY OF NEW YORK,
Oriental Freight Department,
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Hongkong, 14th May, 1902. [1418]

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Captain Samuel Bell Smith,
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81, Queen's Road Central.
Hongkong, 29th April, 1903. [840]

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Hongkong, 6th May, 1903. [1353]

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Hongkong, 4th August, 1897. [18]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MOJI and KOBE	NANKIN, G. M. Montford	About 18th May	Freight only.
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SHANGHAI	CHUBAN, C. L. Daniel	About 23rd May	Freight or Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MALACCA, A. F. Street	Noon, 29th May	Freight or Passage.
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Hongkong, 30th May, 1903. [1]

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GENERAL MANAGERS.
Hongkong, 18th May, 1903. [17]

OSAKA SHOSEN KAISHA.

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Hongkong, 14th May, 1903. [15]

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.

VICTORIA J. Patton 3,502 May 23rd

SHAWMUT W. M. Smith 9,606 May 30th

OLYMPIA J. Truebridge 2,837 June 24th

TACOMA A. Dixon 3,812 July 6th

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ZIETEN ... WEDNESDAY 27th June

STUTTGART ... THURSDAY 11th June

BOON ... THURSDAY 28th June

PEEBUSSEN ... THURSDAY 9th July

HAMBURG ... THURSDAY 23rd July

PRINZ HEINRICH ... THURSDAY 6th August

SACHSEN ... THURSDAY 20th August

KLAUSCHOU ... THURSDAY 3rd September

BAYERN ... THURSDAY 17th September

* Steamers of the Hamburg-Amerika Linie. * Calling at Amsterdam.

ON WEDNESDAY, the 27th day of May, 1903, at Noon, the Steamship "ZIETEN," of the NORDDEUTSCHER LLOYD, Captain E. Wilhelm, with MAILS, PASSENGERS, SECTE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

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For further Particulars, apply to
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MELCHERS & CO., AGENTS.
Hongkong, 14th May, 1903. [15]

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STEAMSHIP TONS. CAPTAIN TO SAIL ON

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"INDRASAMBA" 5,197 R. F. Craven June 14, 1903

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Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 5th May, 1903. [14]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

NUBIA Capt. von Hoff NEW YORK, via PORTS. On 31st May. Freight.

SEGOVIA Capt. Fark HAVE, BREMEN and HAMBURG On 2nd June. Freight.

STRASSBURG Capt. Fark HAVE and HAMBURG On 16th June. Freight & Passengers.

SUEVIA Capt. Fark HAVE and HAMBURG On 30th June. Freight.

NURNEBERG Capt. Fark HAVE and HAMBURG On 14th July. Freight.

WUEZBURG Capt. Fark HAVE and HAMBURG On 28th July. Freight & Passengers.

BADENIA Capt. Fark HAVE and HAMBURG On 11th Aug. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.
[15]

TOYO KISEN KAISHA. MANILA LINE.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship Captain Tons Sailing Date.

"ROHILLA MARU" E. P. Bishop 3,869 Thursday, 21st May, at 11 A.M.

"ROSETTA MARU" N. Tate 3,876 Wednesday, 27th May, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
Hongkong, 16th May, 1903. [478]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

1903.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th May.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 3rd June.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 24th June.

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 15th July.

R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 22nd July.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 5th Aug.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 12th Aug.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the Inland Sea of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only), granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. H. BROWN, General Agent,
Pedder Street.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KUMANO MARU NAGASAKI, KOBE and YOKOHAMA WEDNESDAY, 20th May, at NOON.

E. W. Haswell SYDNEY and MELBOURNE via THURSDAY ISLAND TOWNS at 4 P.M.

KAUO MARU THURSDAY and BRISBANE WEDNESDAY, 20th May, at 4 P.M.

W. Scott Hun et al. KOBÉ and YOKOHAMA THURSDAY, 21st May, at DAYLIGHT.

IRISU MARU KOBÉ THURSDAY, 22nd May, at NOON.

M. Yagi BOMBAY, via SINGAPORE and COLOMBO THURSDAY, 2nd June, at NOON.

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	TO
GLASGOW and LIVERPOOL...	"PELEUS"	On 1st June.
GLASGOW and LIVERPOOL...	"YANOTZE"	On 4th June.
GLASGOW and LIVERPOOL...	"COPACK"	On 8th June.
GLASGOW and LIVERPOOL...	"TELEMACHUS"	On 15th June.
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL...	"STENTOR"	On 27th June.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"PATROCLUS"	On 25th May.
LONDON	"CALCHAS"	On 4th June.
LIVERPOOL via GENOA	"HYSON"	On 20th June.
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
LIVERPOOL	"COPACK"	On 14th July.
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"TELEMACHUS"	On 17th June.

The S.S. "ANTENOR" has arrived, and leaves for Shanghai to-day.
The S.S. "OANFA" left Tacoma on the 14th inst. for Kobe and Hongkong.
For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 20th May, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKIANG"	On 20th May.
MANILA	"TSINAN"	On 22nd May.
THURSDAY ISLAND COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"KAIFONG"	On 28th May.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 16th May, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship

"EMPIRE,"
Captain Helms, will be despatched as above on WEDNESDAY, the 3rd June, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
The Steamer is installed throughout with the electric light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 15th May, 1903.

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.
THE Steamship
"BENMOHR,"
Captain Wallace, will be despatched as above on or about 3rd June.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 15th May, 1903.

AMERICAN AND ORIENTAL TRANSPORT LINE.

STEAM FOR NEW YORK VIA SUEZ CANAL.
THE Company's Steamship
"HEATHFORD,"
will be despatched on FRIDAY, the 5th June.
For Freight, apply to
ARNHOLD KARBERG & CO., General Eastern Agents for China.
Hongkong, 20th May, 1903.

CHINA NAVIGATION CO. LIMITED.

HONGKONG—MANILA.
REDUCED SALOON PASSAGE MONEY,
SINGLE, \$25; RETURN, \$40.
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.
BUTTERFIELD & SWIRE AGENTS.
Hongkong, 1st May, 1903.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
"DANWAR," Swedish bark, A. P. Larsson.
Jardine, Matheson & Co.
KENTMERE, British 4-m. bark, T. E. Burch.
—Standard Oil Co.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.
THE Company's Steamship

"BINGO MARU"
having arrived from the above Ports, Consignees of general Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. To-day, 18th inst.
Goods not cleared by the 25th inst. will be subject to rent.
All ship-damaged packages must be left in the Godown and notice of same sent to this Office before the 28th inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 18th May, 1903.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLEBOROUGH, ANTWERP, LONDON AND STRAITS.
THE Steamship

"GLENESK"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 24th inst. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godown and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 18th May, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOIJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 13th May, 1903.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRAPURA,"
FROM PORTLAND (OK), YOKOHAMA, KOBE, AND MOIJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by me in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 15th May, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ALCINOUS"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th inst.
Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 23rd inst.
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th May, 1903.

FROM EMDEN, HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ARAGONIA,"
Captain Fort, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 15th inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Agents.

Hongkong, 15th May, 1903.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
Optional Cargo will be landed here unless instructions are given to the contrary before 2 P.M. To-day, 18th inst.
Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 16th May, 1903.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, 18th inst.
Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 18th May, 1903.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.
THE Steamship
"CHINA"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained as soon as the Goods are landed.
No Claims will be admitted after the Goods have left the Godown, and all Claims must be sent in to the Office of the undersigned before Noon, on the 23rd inst., or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godown after the 23rd inst. will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELEB & CO., Agents.

Hongkong, 16th May, 1903.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, HAMBURG AND LONDON, VIA STRAITS.
THE Steamship
"RADNORSIRE"
Captain R. E. Bindless, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.
All Claims for damage must be sent in before the 20th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 2 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN TOMES & CO., Agents.

Hongkong, 16th May, 1903.

STEAMSHIP "OCEANIAN."

COMPAGNIE DES MESSEGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo from London ex S.S. "Matapan," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, to-day, the 16th inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Saturday, the 23rd inst., at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 23rd inst., or they will not be recognised.
All damaged packages will be examined on Saturday, the 23rd inst., at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 16th May, 1903.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEGMANN & CO.
HONGKONG 3rd October, 1900.
DIED—ABRAHAM LA RUE—April 27th.
ALL CLAIMS against his Estate are to be presented to AMERICAL CONSULATE GENERAL for authentication.
Hongkong, 20th April, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
Optional Cargo will be forwarded unless instructions are given to the contrary before Noon, To-day, the 15th inst.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 16th May, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, 18th inst.
Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 18th May, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, 18th inst.
Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 18th May, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, 18th inst.
Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 18th May, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, 18th inst.
Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 18th May, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, 18th inst.
Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 18th May, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, 18th inst.
Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 18th May, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, 18th inst.
Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 18th May, 1903.

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